



TO: Honorable Mayor & Members
Fort Lauderdale City Commission

FROM: Lee Feldman, City Manager

DATE: October 16, 2012

TITLE: Ordinance – Amending Section 47-20, Parking and Loading Requirements, of the Unified Land Development Regulations Pursuant to the Recommendations of the City of Fort Lauderdale Barrier Island Parking Study

Recommendation

It is recommended that the City Commission adopt an ordinance, amending the Unified Land Development Regulations (ULDR) to revise Section 47-20, Parking and Loading Requirements, pursuant to the recommendations as outlined in the Barrier Island Parking Study and as recommended for approval by the Planning and Zoning Board.

Background

The City Commission held a public hearing and introduced the ordinance on first reading on September 18, 2012. On October 2, 2012, the City Commission deferred the second reading of the ordinance to allow for additional public outreach.

The City Commission is now to hear public comments from interested parties with respect to the proposed ordinance on second reading. The project was reviewed by the PZB on May 16, 2012, and approved by a vote of 6-0.

In May 2010, the City Commission approved a contract with *Rich & Associates, Inc., Parking Consultants-Planners*, to undertake a comprehensive analysis of the parking needs on the Fort Lauderdale Barrier Island. The contract was administered through the Transportation and Mobility Department (formally Parking and Fleet Services), and resulted in development of the City of Fort Lauderdale Barrier Island Parking Study (“the Study”, attached as **Exhibit 1**).

The objective of the Study was to determine appropriate parking generation rates for actual uses on the Barrier Island and to propose amendments to the ULDR parking calculation requirements to meet the actual need for parking within the study areas to

foster appropriate development and redevelopment. The study focused on three distinct areas:

- **The Central Beach Area:** Bahia Mar to the south, north to the Bonnet House, between the Intracoastal Waterway and the Atlantic Ocean.
- **The Sunrise Lane Area:** Bonnet House to the south, north to Sunrise Boulevard, between the Intracoastal Waterway and the Atlantic Ocean.
- **The “Galt” or North Beach Area:** Oakland Park Boulevard to the south, north to NE 34th Street, between the Intracoastal Waterway and A1A.

The consultant found “*that in many cases, the number of parking spaces required per the ULDR is significantly higher than the requirements [actual need] of these areas due to their unique characteristics as commercial and tourist destinations.*” A summary of the available number of parking spaces, compared to the projected demand for each of these areas is outlined below:

	Available	Demand	Difference
Central Beach	7,874	3,274	4,600
Sunrise Lane	307	331	-24
North Beach	692	339	353

The only area where there is not a clear surplus identified is in the Sunrise Lane Commercial Area. Nonetheless, in this area, the Study still recommends a reduction in parking to stimulate economic development and business activity. In addition, the City has plans to seek a parking exemption for this portion of the Beach Regional Activity Center due to the City's plans to add additional public parking through a public/private partnership for a 200-plus space structured parking garage and a 100-plus space surface lot in the vicinity of Sunrise Lane.

Parking Study Recommendations

Based on the consultant’s analysis of the parking availability and demand in the three study areas, the consultant provided two options for revised parking calculations. Option 1 recommends revised parking calculations organized by use and based on the particular observations made for each study area, as well as the comparison between current ULDR parking requirements and requirements of similar municipalities. Option 2 recommends an overall reduction that would represent sixty (60) percent of the current parking requirements with the exception of bars and nightclubs which would be parked at a rate of 13.21 spaces per 1,000 gross square feet.

The consultant also recommended to include existing public parking spaces located within 700-feet of a subject site when considering a parking reduction request. Currently the ULDR only permits this approach in the Central Beach Area, so property owners in the North Beach Area, for instance, cannot consider the city-owned metered parking spaces when determining whether a parking reduction is appropriate.

Staff concurred that all available public parking within 700-feet of a site applying for a parking reduction should be considered in the reduction analysis. Staff also

recommended Option 1, as outlined above, for the overall parking reduction strategy because this option is the more strategic method for determining the appropriate rates for parking having taken into account the specific and unique characteristics of each study area.

In addition to the above, staff is recommending to incorporate language similar to that currently found in Section 47-20 regarding change of use. This recommendation would allow a change of use for any property that was constructed prior to June 28, 1997 to utilize the parking that was legally permitted and in existence at that time. Staff feels this will help alleviate situations where structures that have been in existence and unchanged since their original construction continue to remain vacant or underutilized due to more stringent parking requirements of today's code. It should be noted, however, that consistent with the current change of use section of the ULDR, if there is a change to the structure by more than fifty (50) percent the use will have to meet the full parking requirements under existing ULDR regulations.

Ordinance Summary

The following tables outline the recommended adjusted parking calculations for each of the given study areas and provide examples of the impacts of each of the new parking rates. In addition, the specific terminology outlined below has been clarified in the proposed ordinance because use of these terms in the Study is different than the current use and interpretation in the ULDR.

Clarification of Terminology

- **Hotel Meeting Space:** Under the current ULDR requirements hotel meeting space is calculated under Public Assembly place (auction house, auditorium, civic and convention centers). The proposed amendments recommend this space be calculated under the standard recommended rate for a hotel in number of parking spaces per room.
- **Mixed-Use:** A mix of hotel, residential and commercial uses as it relates to the parking calculation only.
- **Personal Services:** Uses such as nail salon, hair salon, barbershop, massage parlor, etc... This use category shall not be calculated separately if included in a Mixed Use parking calculation as defined above.

Central Beach Area
Proposed Parking Amendments

ULDR Uses	ULDR Rate (Current)	Proposed Rate
Bar, Cocktail Lounge, Nightclub ≤ 4,000 square feet	1/65 sf gfa	1/75.7 sf gfa
Bar, Cocktail Lounge, Nightclub > 4,000 square feet	1/50 sf gfa	1/75.7 sf gfa
Hotel	1/Room	0.67/Room
Public Assembly place (auction house, auditorium, civic and convention centers)	1/400 sf gfa or outdoor space used for activity	0.00
Mixed-Use	N/A	1/333 sf gfa
Personal Services	1/250 sf gfa	1/400 sf gfa
Professional Office	1/250 sf gfa	1/500 sf gfa
Restaurant with or without drive-thru ≤ 4,000 square feet	1/100 sf gfa	1/140 sf gfa
Restaurant with or without drive-thru > 4,000 square feet	1/250 sf of gfa + 1/30 sf customer service area	1/114 sf gfa
Retail Sales, retail service, unless otherwise provided herein	1/250 sf gfa	1/500 sf gfa

Amendment Examples

ULDR Uses	Example Property	Current Requirements.	Proposed Requirements
Bar ≤ 4,000 square feet	3,500 sf Bar	54 Spaces	47 Spaces
Bar, > 4,000 square feet	4,500 sf Bar	90 Spaces	60 Spaces
Hotel	200 Room Hotel	200 Spaces	134 Spaces
Professional Office	6,000 sf Office	24 Spaces	12 Spaces
Restaurant ≤ 4,000 square feet	3,500 sf Restaurant	35 Spaces	25 Spaces
Restaurant > 4,000 square feet	8,655 sf Restaurant (Includes 2,334 sf of customer service area and 1,510 sf of outdoor area)	164 Spaces	89 Spaces
Retail	5,000 sf Retail	20 Spaces	10 Spaces

Sunrise Lane Area
Proposed Parking Amendments

ULDR Uses	ULDR Rate (Current)	Proposed Rate
Bar, Cocktail Lounge, Nightclub ≤ 4,000 square feet	1/65 sf gfa	1/70.3 sf gfa
Bar, Cocktail Lounge, Nightclub > 4,000 square feet	1/30 sf gfa	1/70.3 sf gfa
Hotel	1/Room	0.67/Room
Public Assembly place (auction house, auditorium, civic and convention centers)	1/400 sf gfa or outdoor space used for activity	0.00
Mixed-Use	N/A	1/333 sf gfa
Personal Services	1/250 sf gfa	1/267 sf gfa
Professional Office	1/250 sf gfa	1/500 sf gfa
Restaurant with or without drive-thru ≤ 4,000 square feet	1/100 sf gfa	1/150 sf gfa
Restaurant with or without drive-thru > 4,000 square feet	1/250 sf of gfa + 1/30 sf customer service area	1/120 sf gfa
Retail Sales, retail service, unless otherwise provided herein	1/250 sf gfa	1/500 sf gfa

Amendment Examples

ULDR Uses	Example Property	Current Requirements	Proposed Requirements
Bar ≤ 4,000 square feet	3,500 sf Bar	54 Spaces	50 Spaces
Bar, > 4,000 square feet	4,500 sf Bar	90 Spaces	64 Spaces
Hotel	200 Room Hotel	200 Spaces	134 Spaces
Personal Services	2,500 sf Nail Salon	10 Spaces	6 Spaces
Professional Office	6,000 sf Office	24 Spaces	12 Spaces
Restaurant ≤ 4,000 square feet	3,500 sf Restaurant	35 Spaces	23 Spaces
Restaurant > 4,000 square feet	8,655 sf Restaurant (Includes 2,334 sf of customer service area and 1,510 sf of outdoor area)	164 Spaces	85 Spaces
Retail	5,000 sf Retail	20 Spaces	10 Spaces

North Beach Area

Proposed Parking Amendments

ULDR Uses	ULDR Rate (Current)	Proposed Rate
Bar, Cocktail Lounge, Nightclub ≤ 4,000 square feet	1/65 sf gfa	1/70.3 sf gfa
Bar, Cocktail Lounge, Nightclub > 4,000 square feet	1/30 sf gfa	1/70.3 sf gfa
Financial Institution	1/250 sf gfa	1/327 sf gfa
Medical Office	1/150 sf gfa	1/333 sf gfa
Mixed-Use	N/A	1/222 sf gfa
Personal Services	1/250 sf gfa	1/267 sf gfa
Professional Office	1/250 sf gfa	1/360 sf gfa
Restaurant with or without drive-thru ≤ 4,000 square feet	1/100 sf gfa	1/108 sf gfa
Restaurant with or without drive-thru > 4,000 square feet	1/250 sf of gfa + 1/30 sf customer service area	1/108 sf gfa
Restaurant, take-out or delivery	1/250 sf gfa	1/380 sf gfa
Retail Sales, retail service, unless otherwise provided herein	1/250 sf gfa	1/333 sf gfa

Amendment Examples

Use	Example Property	Current Requirements	Proposed Requirements
Bar ≤ 4,000 square feet	3,500 sf Bar	54 Spaces	50 Spaces
Bar, > 4,000 square feet	4,500 sf Bar	90 Spaces	64 Spaces
Financial Inst.	4,000 sf Bank	16 Spaces	12 Spaces
Medical Office	4,000 sf Medical Office	27 Spaces	12
Personal Services	2,500 sf Nail Salon	10 Spaces	6 Spaces
Professional Office	6,000 sf Office	24 Spaces	17 Spaces
Restaurant ≤ 4,000 square feet	3,500 sf Restaurant	35 Spaces	32 Spaces
Restaurant > 4,000 square feet	8,655 sf Restaurant (Includes 2,334 sf of customer service area and 1,510 sf of outdoor area)	164 Spaces	94 Spaces
Restaurant, take-out or delivery	2,000 sf Take-out Restaurant	8 Spaces	5 Spaces
Retail	5,000 sf Retail	20 Spaces	15 Spaces

Staff would like to acknowledge that the recommended draft ordinance that was presented to and recommended for approval to the City Commission by the PZB on May 16, 2012 recommended the following language to be stricken from the existing ordinance:

Section 47-20.3.D

D. *Galt Ocean Mile*. All permitted uses except apartments shall receive an exemption of one (1) space for each one thousand (1,000) square feet of plot area on the following lots:

1. ~~The lots in the Galt Ocean Mile business area fronting on both sides of N.E. 32nd Street and N.E. 33rd Street from N.E. 32nd Avenue to State Road A-1-A.~~

It has come to staff's attention that this exemption indicated above was included in the findings for the North Beach Area and should not have been stricken as recommended to the Planning and Zoning Board. Staff has revised the ordinance to maintain this language in its current format as recommended by and consistent with the Barrier Island Parking Study.

Timeline

The Barrier Island Parking Study has gone through a lengthy process to get to this point and to be presented to the City Commission for consideration. The following is a timeline of the various steps taken by staff to date:

- September 1, 2009 – Commission Conference Communication from Economic Advisory Board Requesting the Study
- September 15, 2009 – Commission Conference of CCNA – Consensus to RFP
- April 20, 2010 – City Commission Award to Consultant
- September 2010 – Commission Requested Study to be Performed in January During Season
- January – February 2011 – On-Line Survey for Public Input
- June 2011 – Draft Barrier Island Study Available On-Line
- September 14, 2011 – Memorandum to City Commission with Recommendations
- November 2, 2011 – Beach Community Center Public Outreach
- November 3, 2011 – ISHOF Meeting Center Public Outreach
- April 2012 & May 2012 – Planning & Zoning Board
- September 18, 2012 – Commission Ordinance First Reading

Resource Impact

There is no fiscal impact associated with this action.

Attachment(s)

Exhibit 1 – City of Fort Lauderdale Barrier Island Parking Study

Exhibit 2 – May 16, 2012 PZB Staff Report

Exhibit 3 – Meeting Minutes from the May 16, 2012 PZB Meeting
Exhibit 4 – Ordinance

Prepared By: Anthony Greg Fajardo, Acting Zoning Administrator

Department Director: Greg Brewton, Sustainable Development